put only a man from each country in each of the heats.

The fact that Americans were not permitted to dig a hole for their poles in the pole vault caused a lot of fuss at the last games. Englishmen say that the hole for the pole is an artificial aid to the vaulter but it is as permissible as the toe board for the shot putter to keep him from toppling over. Another artificial aid is seen in the hammer throwing. A man comes on the ground with a piece of plano wire attached o a lump of lead and that is called a hammer, and the exercise of throwing it is as much akin to the original pastime as billiard play-

akin to the original pastime as billiard playing is to pile driving.

There is a suggestion from the English critic that some definite law be formulated to regulate the point score. The purpose of these Olympic contests nowadays is to find out the amateur champion of the world in the respective events, therefore the second and third men should cut no ice in determining the point figures. Americans count 5 points for a first, 3 for a second and 1 for a third, but this method of scoring is not in yogue in any other country and foreigners fail to see why it should prevail at the Olympic games.

fail to see why it should prevail at the Olympic games.

It is strongly hinted that more stringent rules should be laid down for the Marathon race, that competitors have as a rule too many attendants and very often men are knocked out by getting too much to eat and drink on the way, more so than from the want of these things. In the last race a drink of champagne was given to a man and for a while he was barely able to crawl along from the effects of it.

No man in England has a keener knowledge

champagne was presented and along from the effects of it.

No man in England has a keener knowledge of track and field sports than J. Fowler Dixon. A record breaker himself in his day, he represented England on the international jury in the games at Athens in 1906. In a recent issue of Snorting Life he outlines the things which need reform as follows:

For instance, taking the list of events, we do not think there is any necessity for the further inclusion of two varieties of discuss and javelin. We have seen a man who can win the discus free style and then beat the Greeks at their style. Eric Lemming too showed that the middle hold can be used to propel a javelin further than any other grip, and therefore there is no necessity for a special competition in the confined style. The only opening for a further javelin competition would appear to lie in the direction of a throw at a mark, for assuredly the javelin was originally intended to hit something or somebody, and not to be thrown at random. A short distance walk too was suggested, but this would in all probability prove unsatisfactory. We know that a mile race is seldom productive of really good walking. The men do not have time to settle down and the Athens race of 1906 resulted in a lasco for this very reason, all the fast walkers being ruled out.

"We would be inclined to think, too, that in "We would be inclined to think, too, that in the contraction of the contraction of the production of the fast walkers being ruled out."

and the Athens race of insertes that in resonant country helps to this very reason, all the fast walkers being ruled out.

"We would be inclined to think, too, that in regulating the list of events it should not be left to the discretion of any country holding the games to settle the conditions of rowing, yachting, tennis or any other branch of sport. If we are to have a code, settle the conditions of rowing, yachting, tennis, or let it be a complete one, covering every event. The preparation of a complete set of rules would be a matter of time, for it can scarcely be expected that every country would at once assent to the code. It would have to be carefully considered and amended in accordance with the ideas of the various affiliated countries. In this connection we must also remember that even were a complete code laid down and adopted as a standard, it might, in the case of the games being decided in certain countries, be advisable, or perhaps even essential, to allow of modification in detail.

"The question of the draw would appear to be easer of solution."

being decided in certain countries, be advisable, or perhaps even essential, to allow of modification in detail.

"The question of the draw would appear to be easy of solution. Here the essential point is not, as our correspondent considers, the cuestion of separating the two best men of any particular country. Indeed, the writer is fully convinced that in the case of M. W. Sheppard and J. P. Haistead (who came together in the 1,500 meters heat) the officials who drew the names out were not aware of the men's ability, and, indeed, how should they know that a man who admittedly had devoted himself to half and quarter miles for two years was the best United States miler? In the self-same heat G. Butterfield and J. W. Lee of Great Britain came together. The pair were, on form, the equal of any other milers in this country, harring H. A. Wilson. The point we would make is that the draw should be so arranged that if there were twelve heats, and a country enters twelve men, each should be in a separate heat.

"In the 1,500 meters, with eight heats, the United States sent twelve entries, so they were bound to have two representatives in certain heats. For second rounds it should be easy to arrange that the time test should be used in the draw so that the winners of fastest heats in the first round should be kept apert. The suggestion that the country entering a team should be allowed to nominate their men for each heat would be open to far graver suspicion of injustice than the present system. In any case we might advocate the adoption of a 'repechage' in any future games. This is a Continental idea and it means that while the winners of heats only go into the next round, their runners up have another contest and the best of them also qualify. Thus in twelve heats of a sprint twelve would qualify, after which the twelve heat winners. This system would add but little to the work of the officials conducting the games, but on the other hand would greatly enhance the interest of the first and second rounds in each of the

first and second rounds in each of the short distance contests—running, cycling or swimming.

"The minor details which concern the regulation of the field and track events might well be modified. It is difficult to understand why a man should not dig a hole for the pole if he thinks he can improve his vaulting thereby, and with equal force it may be urged that a stop board for the shot putting would tend to improvement in this branch of sport. We do not want too many adventitious aids to the record breaker, but when we allow our hammer throwers to use a ball slung on a wire and call it a hammer, we need not draw the line too closely in regulations for other events.

"As regards the Marathon race, the number of attendants is unquestionably a difficulty, but it is doubtful whether we could get over it in the manner suggested by our correspondent. As a matter of fact the writer is becoming convinced that there is too much attention bestowed upon the unhappy competitors in these long distance 'toddles,' both walking and running, and quite as many fail through overindulgence in food on the journey as through lack of it. Marathon performances at the present day are, as our friend suggests, as far removed from the exploit of the ancient original as anything we could conceive, and while on the one hand the men have much too much assistance, on the other they have to endure an atmosphere of dust and petrol which would probably have choked any of the ancient Greeks. The presence of a number of watchers would be just as bad for the competitors in general as an equal number of attendants. The power is already granted to the medical officers attending on the race to remove from it any competitor whose physical condition suggests without danger to life or health, and had the rule been carried out in the manner originally intended by those who framed it, the pittable finishing scene of 1908 would have been avoided.

"Lastly, we have to consider the method of scoring put forward by our correspondent, but

criginally intended by those who framed it, the pitiable finishing scene of 1908 would have been avoided.

"Lastly, we have to consider the method of scoring put forward by our correspondent, but on this point we are inclined to doubt whether there is any need for reform in this direction, inasmuch as there is, so far as we are aware, no method of scoring recognized by the Olympic council, and to our mind there is not any real necessity for any official regulation on the point, while the adoption of any system such as that advocated in yesterday's issue would give an overwhelming advantage to the country in which the games were held, which would naturally be represented more tully in the general run of events than that of any of their competitors. For instance, in one style of wrestling America entered one competitor, who won outright. Surely this should entitle the country to take just as high a standing as if it had entered a dozen and the others had been knocked out in the first round. We must hot lose sight of the fact that throughout the gayes the contests have been almost invariably for individual honors, and the Olympic council recognizes the winners by presenting

REFORMS FOR OLYMPIC GAMES

ENGLISHMAN'S POINTS FOR NEXT HAGUE CONFERENCE.

Two Styles of Discus and Javelin Superfluous—How the Heats Should Be Drawn—Hole for the Pole Vault and Toe Board for Shet Putters—Scoring.

The mistakes of the recent Olympic games and the inadequate code of rules to cover critical points here and there have attracted the attention of the international Olympic committee, and it is more than probable shat the Base conference next winter. It is more than likely that the free style javelin and free style discus will be abolished and the orthodox method in each will be adhered to. At least it has been shown that a man who grasped the javelin by the middle could throw it further than were it held any other way, so this style will doubtless be the standard one of the future.

Attention is drawn to the old way of arranging the heats, and the "repechage," or Continental plan, is advocated. That is to allow the winners only to go into the second men, it is proposed to do away with the draw and of the heats.

The fact that Americana were not performed as they mindle seam. The fact is that is to allow the winners only to go into the second men, it is proposed to do away with the draw and of the heats.

The fact that Americana were not performed in the winning team. The fact is that is to allow the winners only to go into the second men, it is proposed to do away with the draw and of the heats.

The fact that Americana were not performed and the public assess the events as it does in a cross-country championship. But we think that in this repectance in the read of the winning same of the future.

OUR ATHLETES IN SWEDEN.

OUR ATHLETES IN SWEDEN. A Victorious Campaign of Instruction and

Entertainment. Malmo, Aug. 13.—The interesting tour in various Swedish cities on which a number of athletes belonging to the Irish-American Athletic Club of New York embarked a week ago is now finished. Last night the Mayor and other representative people of Malmo gave a banquet in honor of the visitors. All the Americans received handsome silver cups to recall their stay in this town and large loving cup was presented to Mr. Doland, the secretary of the Irish-American A. C., on behalf of the club. The following telegram was seat to President Roosevelt: American athletes in Sweden, members of I

A. A. C., New York, competing in Stockholm, Norrköping and Malmö, send greetings and wish to express appreciation of the splendid reception accorded everywhere, attesting to most kindly feelings cherished toward Americans by the Swedish people. Lawson Robertson, Captain. The athletes taking part in the tour were Gillies of the New York A. C., Claughen, Riley, Porter, Bacon, Sullivan, Bromilow, Cohn, Kelley, Bonhag, with Robertson in command, all of the Irish American A. C. The Swedes had expected a sight of the mighty Sheridan. Sheppard and Smithson had also been invited, but were unable to come. The trip must be looked upon as a journey of instruc-tion rather than competition. The Americans carried off practically all the first prizes, the only exceptions being longer distances, where Svanberg and others managed to defeat Bonhag of the Irish American A. C.

Turning from the strictly athletic feature of the tour one has to record an unbroken series of thunderous popular ovations, ban-quets with hilarious "nachspiels" enough to embarrass the modest men who were taking part in this trip. The boys themselves confees that such goings on would have made a trainer's hair stand on end. They a trainer's hair stand on end. They began the tour with Spartan resolutions about early hours and none of your forced spirits, but it was no use. The air, the surroundings and the insidious, ladylike but effective Swedish punch did their work. Not so that the Americans gave in completely. Indeed, they surprised their hosts by their abstemiousness and taught them a good lesson in demonstrating one feature of athletic instruction, but they found it impossible by a long way to live up to their accustomed habits.

The Americans return to New York loaded with medals, cups and good will toward the Swedish people as a result of this trip. So far as good will is concerned, the feeling of the contingent is best expressed in the words of Mr. Porter, the champion high jumper, in his fine speech thanking the Malmo people for their reception: "What we think most of is not the externals, banquets, cups, drinks and other entertaining, although it has been done on a more magnificent scale than we have ever experienced or could have dreamed about, but it is the evident hearty, comradelike feeling which is underlying it all, which we all cannot help but perceive. It feels good to be a hero to the boys who hang on to our cabs; good, if slightly embarrassing, and everybody here seems to feel just like the boys, if less demonstratively."

Stockholm, in which city the company arrived August 7, was much admired for its beautiful situation, fine buildings and generally attractive appearance. It is the consensus of opinion among the visitors that it would be an ideal place wherein to hold the next Olympic Games. The air is high and clear and the people's interest in athletics is tense. The boys were met by a committee which conducted them about during the entire stay. Everything that could be seen during the short time was taken in. The numerous open air cafes in Europe.

Col. Raick presided on this occasion and took occasion to refer to the excellent comradeship which had prevailed between American and Swedish mational songs and "Auid the tour with Spartan resolutions about early hours and none of your forced spirits,

Swedish national songs and Alid Lang Syne."

The days in Norrköping were a repetition of the foregoing, only the fervor seemed to increase. At the supper and after fraternizing arranged by junior army officers and others the "stimmusg" rose to the boiling point and the fellows were again hojisted and hounced in the air. There being no mementos prepared for this particular occasion one of the younger Lieutenants settled the matter by cutting off his buttons and presenting them to the guests amid doafening applause.

WALKER BEATING EVENS.

Assisted by Down Grade and Wind South African Runs in 9 3-5 Seconds.

According to the accounts from England R. E. Walker, the South African who won the 100 meters at the Olympic Games, covered the 100 yards recently at Halifax in the great time of 9 3-5 seconds. But it is said that the sprinter from the Cape was aided by a down grade and a breeze against his back. That the timing was correct there is, however, little doubt, for the watches were held by J. E. Fowler Dixon of the London A. C. and W. H. Halerwell of Coventry. J. W Morton, the former British champion, had a start of two yards and he was beaten a foot by Walker. This alone shows that there was something wrong, for Morton would be running in about 9 4-5 seconds, a pace which he is not capable

of just now.

A couple of weeks ago Walker ran the 100 yards in 9.2-5 seconds at Abergavenny, Wales, but this course has since been found to be down hill. At Glasgow recently Walker did 9.4-5 seconds for the hundred and he has several times come inside of even time. He is but 19 years of age and weighs 130 pounds.

Junier Championship Fixed for Van Cortlandt on September 5.

Saturday, September 5, has been selected for the one match to be played for the junior for the one match to be played for the junior polo championship at Van Cortlandt. The players will be the New Haven Polo Club, J. B. Thomas, Jr., Hugh Drury, Louis Stod-dart and F. S. Butterworth and the Squadron A team, J. H. Hunt, Louis Nellson, L. J. Hunt and one other, possibly R. C. Lawrence. As the subway trains now run to the field

without change there is a crowd expected at this match and those of the Squadron A at this match and those of the Squarton are tournament on the dates to follow. The senior championship has been declared off for lack of entries. There will be an open championship, however, if the Boston players will send a team to play an "all New York"

will send a team to play an an New Forz team.

NewPort, R. I., Aug. 22.—A driving rainstorm this afternoon did not stop an attempt being made to play the final match in the 
polo tournament for the Brenton Reef cups 
at the Westchester Polo Club here between 
the Westchester Leopards and the New Haven 
team. The score at the end of the seventh 
period was 5 to 2 in favor of New Haven, 
four of which points New Haven had received by bandicap.

AMONG THE AUTOMOBILISTS

MAYOR REYBURN FAVORS ROAD RACE AT PHILADELPHIA.

Save He Will Support Prepared 200 Mile Contest of Quaker City Motor Club After an Inspection of the Suggested Circuit in Fairmount Park-Gossip.

Mayor Reyburn of Philadelphia has approved of the plan to run a 200 mile road race over a course in Fairmount Park at the Founders' week celebration in that city in October. The plan of holding the contest was broachel by the Quaker City Motor Club and the Mayor and a number of city officials were taken out for a spin over the proposed course by W. Wayne Davis, chairman of the committee of the club that is looking after the race, and other members of the organization in their

cars, there being fourteen machines in the party that made the inspection trip.

It is proposed to hold the race on either October 7 or October 10 and the Quaker City Motor Club proposes to limit the number of contesting cars to fifteen. According to an unofficial measurement of the proposed cir-cuit it is 9.7 miles around and it is planned to have the competing cars cover the course twenty times. The Quaker City Motor Club has asked the Park Commission for permission to use the course from 6 to 10 o'clock in the morning on the day of the race and from daylight until 7:30 o'clock each morning for week preceding the race so as to allow contestants an opportunity to practice on the circuit. After he had been driven over the proposed circuit Mayor Reyburn declared he was heartily in favor of the plan to run the race and said he thought the Park Commission would give the necessary permission for the use of the roads.

It was reported along automobile row late yesterday afternoon that W. K. Vanderbilt, Jr., had purchased two touring car chasses each of the Fiat, Renault and Isotta-Fraschini makes and that they would be fitted with racing bodies and entered in the Vanderwith racing bodies and entered in the Vander-bilt cup race on October 24. Jefferson De Mont Thompson, chairman of the Vanderbilt cup commission, said last night that he could neither affirm nor deny the report. He has expected that Mr. Vanderbilt would have some sort of a surprise for American racing enthusiasts when he returned to this country, but has not been informed just what the donor of the Vanderbilt cup proposed to furnish in the way of a surprise. He said he expected W. K. Vanderbilt, Jr., to return to this country from abroad some time late this month or early in September. He said he thought Mr. Vanderbilt was in Paris at the present time.

WILKESBARRE, Pa., Aug. 22.—Deputy State Highway Commissioner Beman to-day completed arrangements for having information regarding Pennsylvania automobile laws furnished to clubs and newspapers in towns in other States which are not far from the border, and there will be less trouble for drivers of cars in consequence. For some time complaints have been reaching Harrisburg that people from other States were ignorant of the requirements of the Pennsylvania law and that they had no means of finding them out. As many of these people had falled to write to the department asking for information they were forced to depend upon local clubs. Mr. Beman had, written to some places where the question has been raised by auto people that it would not be a poor plan to furnish newspapers and clubs in Ohlo and other States with data about the laws. This would post them before they entered the State.

entered the State.

E. B. Gallaher of the Automobile Club of America and head of the Maja American branch, is much interested in the racing situation at present and believes the fight for control of racing in this country will result in a purification of the atmosphere.

"There have been a number of mistakes in the conduct of racing and some abuses," said Mr. Gallaher recently in discussing the situation. "Not the least of these was the fact that we were out of touch with the European authorities and were running counter to the accepted methods in vogue abroad. While the manner of bringing the American racing authorities to their senses and effecting a broader view of the situation may be a little harsh and will perhaps result in some temporary confusion, I am convinced that in the long run the sport in the United States will be bettered in every particular by the cleaning up which will eventually follow."

Logan Waller Page, director of the office of public roads of the Department of Agriculture, who will be one of the American delegates to the International Road Congress in Paris during October, has prepared an interesting report on his experiments to find a dust preventive for use on macadam roads.

in Paris during October, has prepared an interesting report on his experiments to find a dust preventive for use on macadam roads. He says:

The suppression of dust on roads is the most important problem which has confronted highway engineers in recent years. Not until the introduction of motor vehicles, however, did this become a factor of sufficient importance to engage the serious consideration of road builders and road users. Fast, motor traffic has reached such proportions at the present time as to shorten the life of the most carefully constructed and expensive macadam roads to a great extent and to keep them in a loose and uneven condition.

The macadam road has been developed with the object in view of withstanding the wear of iron tired horse vehicles, and it had met successfully the demands of suburban and rural traffic until the advent of the motor car. When in its highest state of perfection the rock from which such a road is made is so suited to the volume and character of traffic which passes over it that only an amount of dust is worn off sufficient to replace that removed by wind and rain. The dust remaining should be just enough to bind the surface stones of the road thoroughly, forming a smooth, impervious shell.

A road of this character wears uniformly under the traffic for which it was designed and always presents an even surface. When such a road is subjected to continuous motor car traffic, however, entirely new conditions are brought about. The powerful tractive force exerted by the driving wheels of motor cars soon disintegrates the road surface. The fine dust which ordinarily acts as a cementing agent is thrown into the air and carried off by wind or is easily washed off by the rains. The pneumatic rubber tires wear off little or no dust to replace that removed by natural agencies. The result is that the stones composing the road become and rounded, giving the greatest resistance to traction, and water is allowed to make its way freely to the foundation of the road.

make its way freely to the foundation of the road.

There is another important aspect of the dust problem to be considered. Until the general use of the motor car most of the dust formed on the road was held on the surface until worked into the gutters by the action of rain and traffic and was not a source of annoyance except in extremely dry and windy weather. With the coming of the motor car, however, conditions have changed and the dust problem has become more serious. While it is true that the wear caused by the passage of heavy rubber tired motor cars is very slight, experience has proved that they are responsible for the removal and distribution over surrounding property of the dust formed by other kinds of traffic which uses the high-ways.

Although the facts stated may be con-

over surrounding property of the dust formed by other kinds of traffic which uses the highways.

"Although the facts stated may be considered in a sense as a severe arraigment of the motor car in its relation to the public road, it should not be forgotten that there is another phase of the subject worthy of serious thought. The application of mechanical aris to the comforts and conveniences of civilization must inevitably bring up new problems, which can only be solved by patient experiment. While presenting new problems these influences generally furnish the means of solving them. In this way the motor car while tending to destroy macadam road surfaces has been an important influence not only in the building of many miles of well constructed highways but also in rendering most urgent the study of road preservatives. The dust nuisance existed before the advent of the motor cars, and if the experimental work now being done is auccessful it will be a demonstration of the really beneficial effect that the motor car has had upon the development of the art of good road building.

"Many remedies have been suggested and tried for meeting this new condition, but a perfectly satisfactory solution of the problem is still to be found. Some success has attained the efforts of those who have sought to find a cure for the evil, and this is encouraging when the many difficulties to be overcome in the treatment of thousands of miles of roadway are considered. It is apparent that this problem can be solved only by the adoption of one or two general methods; that is, by constructing roads in such a manner and with such materials as to reduce to a minimum the formation of dust and by treating the surface of existing roads with materials that will give the same result."

A. J. Balfour, the British statesman, is an attributed weather the surface of existing roads with materials

A. J. Balfour, the British statesman, is an enthusiastic motorist and does considerable travelling by automobile, his favorite seat being one at the driver's side. One of the cars he uses most frequently has a landulet body made from his own suggestions. The entire roof is of leather and is so constructed that it folds back with the portion behind the rearmost windows, so Mr. Balfour has all the advantages of an open touring car when the weather is favorable. The body is fitted to a six cylinder Napier chassis, which has detachable wire wheels.

The Minnesota Automobile Club is to hold

its annual race meet at the Hamline track on Saturday, September 5. The events scheduled are as follows: 1, one mile free for all time trials; 2, five miles, gasolene stock chasses, 60 horse-power and under; 3, five miles, Twin City championship for fully equipped stock cars, Minneapolis and St. Paul ciubs each to nominate one car, Twin City championship cup to go to the winning club and a gold watch fob to the winning club and a gold watch fob to the winning driver, each entrance made subject to the approval of a joint committee appointed by the presidents or the Minneapolis and St. Paul clubs; 4, five miles, free for all, best two out of three heats, not more than two cars to compete in a heat; 5, twenty-five miles, gasolene stock chasses, 60 horse-power and under; 6, five miles, gasolene cars selling under \$1,250.

Nebraska motorists assert that Adams county, in their State, has a greater number of automobiles in proportion to the population than any other place. They declare there are 150 automobiles owned in the county, or one to every 240 inhabitants.

Consul James Johnston of Algiers furnishes

the following information concerning a pos-sible market for American motor cars in the following information concerning a possible market for American motor cars in Algeria:

There are good prospects of a permanent market in Algeria for a light, strong, moderate priced car. Autos are extensively used by wine and oil merchants who have to travel in districts where as yet the railway does not exist. In order to introduce American motor cars and establish a market therefor the manufacturer must be prepared for a little expense. The only effort that appears to have been made thus far in this direction has been to send catalogues in English, but it is unreasonable to expect to sell motor cars on the strength of catalogue description and no agent would entertain the idea of representing a line of autos unless he had a sample car for demonstration.

The duty on motor cars from the United States is 60 francs for 100 kilograms (\$115.90 at on of 2.240 pounds) on cars weighing 125 kilos and over. The duty on the same cars from other countries is 50 francs for 100 kilos (\$96.50 a ton).

An inventor of Davien, Ohio, has devised

An inventor of Dayton, Ohio, has devised a new type of automobile tire in which the truss principle is used. The tires are called airless because of the fact that they are not dependent upon the pneumatic principle in the slightest degree. The tires are so constructed that those who use them are entirely free from the troubles that follow punctures blowouts in pneumatic tires.

Alexander Winton, the veteran automobile manufacturer, was recently honored by the Lakewood Yacht Club of Cleveland, of which he is commodore. The club arranged for a "commodore's day," the first occasion of the kind in its history, and there was a squadron sail and other celebrations.

ron sail and other celebrations.

H. C. Harboch, sccretary of the Quaker City Motor Club, has suggested a plan to garage managers and owners for the tracing of all trips made by their automobiles and he expects that his plan will do away with the grave dangers arising from automobiles being taken out without the knowledge of their owners. The idea is that owners of motor cars in all instances when loaning their machines, either to their chauffeurs or others, shall issue an "owner's permit," to contain the name of the car and state full particulars in regard to starting point and destination, also giving correct date and time of start and time of arrival at the end of journey, also registering the full name and address of all occupants of the car. Garage managers should insist that these "owners' permits" be recorded in their offices when cars are taken out by others than the owners. The proper authorities when stopping a motor car, either for reckless or illegal driving or rictous conduct, could demand from the driver this "owner's permit," taking a record of it for future reference should anything serious happen. Owners of motor cars should be notified when chauffeurs or others are driving without an "owner's permit."

Though the touring board of the American

Though the touring board of the American Automobile Association, through Frank B. Hower, its chairman, frankly stated that the 1908 Glidden tour was an affair for the benefit of the manufacturers of automobiles and not an event for private owners of cars, the manner in which the tour was conducted does not appear to have met with the approval of all of the makers who entered cars. The Peerless firm refused to allow its team of three cars to go into an additional contest to decide the winner of the Glidden trophy, and now the Dayton Motor Car Company, which entered three runabouts for the Hower trophy in the Glidden tour, has sent out the following notice:

in the Glidden tour, has sent out the following notice:

There seems to be an idea among the people active in the automobile industry that we have seen our last Glidden tour, or, in fact, any tour promoted and handled by the American Automobile Association. The tour just finished was noteworthy for the amount of friction between the different manufacturers and the promotors, brought about largely from the fact that unshaded preference was shown by the individuals running this contest to one particular manufacturer to whom certain of the officials were obligated through trade relations.

A useful addition to the tool box of a car is a bail of twine, or at least a quantity of it, say fifteen or twenty yards. About an eighth of an inch is the best thickness, though a larger size should preferably be carried in addition. There are still some cars in use in which high tension leads are not encased. addition. There are similarly addition. There are similarly which high tension leads are not encased, and whose users frequently suffer from short circuits due to chafing and consequent destruction of the insulation. When signs of chafing appear twine should be wrapped closely around the part. It is cheaper to chafe out twine than to run down batteries. Twine will also be found useful in binding a steering wheel that shows a tendency to split: binding the rim with twine checks any tendencies in this direction, and forms a comfortable hand grip.

The delegates who attended the first annual convention of the National Convict Labor and Good Roads Association at Grand Rapids, Mich., recently adopted the following reso-

The delegates who attended the first annual convention of the National Convict Labor and Good Roads Association at Grand Rapids, Mich., recently adopted the following resolutions:

"Prisons in many instances, if not in all are breeding places of disease. Immured in contracted cells, working in gloomy shops, from which air and sunshine are excluded, convicts fall an easy prey to consumption, insanity and kindred diseases. Work in the open and exercise in the sunshine, on the contrary, such as would be afforded in the preparation of road material, build up and strengthen both body and mind. The prison contract system is blighting and baneful. Housed, fed and clothed by the State and receiving nothing for their work, convicts engaged in industrial pursuits are a competition which is paralyzing and pauperizing to free labor. Nor is their competition less destructive to the manufacturer who establishes his own plant and pays living wages.

"For the problems thus presented, the employment of convicts in preparing material for road construction offers a complete solution. Thus employed, they will not compete with honest jabor, and instead of injuring the community they will benefit it. This convention, believing that the interests of the State, society and humanity will be thereby best conserved, heartily approves of utilization of convict labor in the preparing of good road material in such manner as may be most practical and efficient.

"Whereas there is no department of industrial or mercantile life into which the transportation of raw materials and finished product enters that is not directly benefited by the construction and maintenance of good roads; therefore.

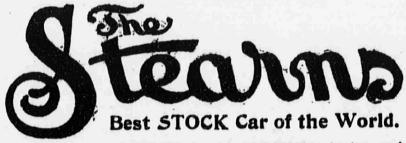
"Resolved, That on the basis of public spirit, economic and expeditious handling of raw materials and finished product enters that is not directly benefited by the construction and expeditious handling of raw materials and finished product enters that is not directly benefited by the construction of the very efficient. We heartly indorse it and recommend

The Attorney-General's office of the State of Ohio has just rendered a decision under the Ward automobile law which will greatly increase the revenues derived under that act, to say nothing of causing corporations to secure chauffeur licenses for all the employees who run any automobiles or autotrucks such corporations may have. The Ward law provides that an owner of a machine may run it without a license, but in itappinion the Attorney-General's office holds that because one owns stock in a corporation he is not an owner of any automobile said corporation may own, and to run such automobile the driver must have a license; the same law covering any employees whose duties may be to run such machines or trucks.

At a recent meeting of the Automobile Club of Maryland a resolution was adopted denouncing the action of a Baltimore motorist in racing over the county roads and city streets against an airship on July 31. Such speed contests, the club declared, were in violation of the existing motor vehicle laws of Maryland, and it is the intention of the club to discourage such violations and cooperate with the authorities for their enforce-

AUTOMOBILES.

New Series



Q We have enough STEARNS cars of the NEW SERIES to last but a week or two longer. After that some time will elapse before we can make deliveries of cars from the next series.

## BUY YOUR CAR THIS WEEK

 Deliveries for a limited number of regular 7 passenger touring cars, and
 7 passenger Pullman bodies, with extra revolving seats, can now be made.
 Every week we receive commendatory letters from prominent STEARNS owners praising the car for what it is doing, and telling us of its small tire and repair expenses. These letters are open to your inspection at our salesrooms, and come to us without solicitation.

## STEARNS WINS AGAIN

The hill-climbing ability of the STEARNS, as shown at all principal hill climbs, is known by every owner of a motor car. Its latest victory was at the recent hill climb of the Chicago Motor Club. At this meet Frank W. Leland drove a STEARNS STOCK CAR up Algonquin Hill in 29 2-5 seconds, establishing a new record, against a field of fast competitors. The best previous time, 33 1-5 seconds, was made last year, also by a STEARNS.

The following letter from Boston's well known motorist, Mr. Harlan W. Whipple, was recently received:— W. Whipple, was recently received:-

Westbury Court, Andover, Mass., Aug. 13, 1908. Wyckoff, Church & Partridge, N. Y. C.

Dear Sirs:—

It has occurred to me that you would like to know how my new Stearns car works after I have driven it 3,400 miles in a little over four weeks.

It take great pleasure in saying that it is as near perfection for its purpose as it is possible for anything to be on this mundane sphere. It does all that an experienced automobilist could demand from a motor car that he is using for all around work. Its speed, endurance, reliability, hill climbing power and flexibility for city driving leave not hing further to be desired.

I can conscientiously recommend the Stearns to any one who wants the best.

Yours truly,

Our garage is the most up to date establishment in America. We give special attention to the needs of transients visiting New York, both in the garage and supply departments.

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I LOZIER MOTOR CARS are all large, roomy, 7-passenger models, with 4-speed Selective Type Transmission, 36-inch Wheels, Hess-Bright Bearings, 117-inch Wheelbase, Bosch Magneto and Double Ignition System.

THEY NEVER WEAR OUT, and when overhauled, repainted and guaranteed by us are splendid investments. We have some of these cars traded in on 1909 LOZIER Cars, which we are OFFERING AT ATTRACTIVE PRICES.

A number of high-class automobile renting concerns are making handsome profits renting LOZIER second-hand cars SPECIAL INDUCEMENTS TO RENTAL AGENCIES.

THE LOZIER MOTOR COMPANY 3 55th Street and Breaties NY

ment at all times. The race in question was between the airship in which Lincoln Beachey made a trip from Electric Park to the city hall and return, a distance of thirty miles, and a 60 horse-power motor car belonging to Isidor Wolf. The airship beat the motor car by three minutes from the park to the city hall.

motor car by three minutes from the park to the city hall.

Consul Albert Johnson of Liege calls attention to the experiments that are being made to produce a dustless road for the country districts of Belgium. He says:

The increase in popularity of the automobile in Belgium has given rise to serious study on the part of the Department of Public Works of the problem of rendering the highways of the kingdom dustproof. Specialists are not agreed as to the most effectious and economical method of combating the dust nuisance. Various experiments have been carried on with different substances for testing their relative merits, but the results have not been satisfactory, and the commission of public roads are of the opinion that the future experiments will result in the discovery of some material better adapted for the purpose than any that has yet been tried.

During the famous auto car test last year in the Ardennes the entire circuit was treated with tar, and this process of dust elimination proved highly satisfactory to the automobilists. The beneficial effects, however, of this tarring process were of rather too short duration, considering the expense entailed—7 centimes (1 1-3 cents) per square metre. As in this case all of the expenses were borne by the organizers of the auto tests, the Government was enabled to profit by the experience without the necessity of any outlay on its part. In these tests it was demonstrated that while the effects of this tarring process lasted it proved satisfactory, but the beneficial effects were hardly lasting enough to warrant its use throughout the country. The Minister of Public Works has in hand a number of substances that lay claim to the title of dust preventives, and it is proposed to carry on experiments with a view of testing their efficacy during the present summer.

In view of the fact that this question is being a agitated in certain sections of our country it may be worth while for some American inventor or manufacturer of anti-dust substances to ask the Belgian de

There is no good reason for using a coil that requires over one-half ampere of current when the coil is operating continuously. The earlier coils required as much as two and three amperes, with the result that a dry cell battery was almost out of the question. A good rule for the adjustment of the vibrator is to give the least tension that it will stand and at the same time run smoothly. Use care to see that the vibrator points are not flashing. If they persist in flashing clean the vibrator points with a piece of sandpaper. Do not neglect to read the maker's instructions if you have them.

AUTOMOBILE NOTES.

An automobile party recently made a trip from Salt Lake City to Idaho Falls in a six cylinder, air-An automobile party recently made a trip from
Salt Lake City to Idaho Falis in a six cylinder, aircooled, 42 horse-power Franklin machine, the total
running time being 12 hours and 22 minutes, which
was one of the most remarkable trips made in Utah
this season. George T. Odeli and W. A. Overbeck
made the trip with a party of five. It took 35 minutes
to run five miles through the sand at Roes Fork and
rope was not used on the tires, and they were not
deflated, the five passengers remaining in the car.

The net running time from Salt Lake to Ogden
was 9 hours and 24 minutes, an average of 19 miles
an hour. The time consumed the second day was
3 hours and 20 minutes with a stop of 12 minutes,
leaving a net running time of 3 hours and 3 minutes,
leaving a net running time was 173.6 miles. Side
drip to Bidiweiss and elsewhere, 30 miles. Second
day mileage, 51.5. Total 245.1. Gasolene consumed
on the trip, 27 galions; lubricants, 24 galions. The
total cost of the trip was 38.50. Raliroad farce for
the same party would have amounted to 585.

W. W. Burke, manager of the Mora Motor Car
Company's New York branch, will make official
an announcement in a week or so of what Mora will
place on the market for the coming season. Mr.
Hurke's first year as local manager of the Mora
interests has been a most successful one. He
has laid a foundation of Mora pressige which will
bear good fruit for 1608. But few more of the
sizes are left, which in itself is sufficiently aston-

ishing as a great number were held up till late in the season by reason of the tardiness of the contractors in getting the new Mora plant at Newark, N. Y., ready for occupation.

In all prebability the Mora interests will be represented in this year's Vanderbilt cup race by one of their regular six cylinder cars. The uncertainty which has surrounded that event has more or less thrown cold water on special racing plans. The Mora was the first entry for the Vanderbilt, and it was intended to have a special machine built. The designer of the Mora six has got seventy five miles an hour out of one of the regular models.

has got seventy five miles an hour out of one of the regular models.

Something very excifulve and out of the ordinary in body building is now shown by the Studebaker Automobile Company. The upper half of the body is finished in standard colors, but the lower portion is given a guametal finish. The lamps and extra equipments are also finished in the same manner, which gives an effect not only extremely pleasing to the eye but entirely practical, since is does not demand the same amount of attention as the polished bress. Commenting on the chassis, Hayden Pames, general manager of the Studebaker Automobile Company, said:

"In this chassis it has been our aim to produce a type which shall be recognized as thoroughly standard. The automobile industry has reached a point where so-called exclusive features, or tailring points, are more or less of an experiment. The accepted type of automobile became standard about three years ago, and since that time this organization has been devoting its energies to refinements of details rather than to the introduction of innovations."

refinements of details rather than to the introduction of innovations."

That much talked of and long expected "bat tonnesu" Oldsmobile is here and still not here H. J. Berry of the Gregorian Hotel, New York on the Park Inn, at Rockaway Park, was the lucky man to secure delivery. Six motorists actual count vied with one another in their attempt to obtain ownership. In this new model the Oldmobile company has done itself proud. The steering column is long and rakishly inclined Back of the dash is where the difference from the other Oldsmobile types takes place. The power plant and wheel base are identical with the popular column in the construction of the new model between the dash and the front seats. Full eight inches more room is provided than in an other model. One enthusiast remarked that i reminded him of the comfort of the eight inches more room in the construction of the new control of the comfort and compactness rolled into the most desirable dimensions. Four or five passenger can be accommodated.

Four million dollars worth of automobiles to be

can be accommodated.

Four million dollars worth of automobiles to be disposed of in one day is a record that the Mitchell Motor Car Company expects to achieve at Raeine, Wis., on August 27. Upon that date more than one hundred agents and sub-agents of the Mitchell company will open a three day annual conclave in the little Badger State city, exchange optimistic data, climinate pessimistic talk and sign contracts for taking the majority of the 1600 product of the Mitchell company. After the serious details which guarantee the permanency of the gross establishment that has clung to the policy of annually doubling its product, two days will be left for sightseeling, banquets and tours under the personal direction of President William Mischell Lewis, the old Yale centre rush, and James W. Gilson, sales manager.

Following are the specifications for the Arme racer which has been entered by Cordner and Flinn in the Vanderbilt cup race: Engine, six cylinder, water cooled, 4.85 bere and stroke, two separate ignition systems, magneto and battery, valves mechanically operated on oposite sides of the cylinder, cone clutch, three speed for ward selective type transmission with reverse, double side chain drive. I-beam front and rear axies of hand forged nickel steel; contracting brakes on transmission shafts, expanding bronze to steel brakes on rear wheels, 108 inch wheel base, 35 inch tread, forty gallon gasolene tank, ten gallon oil tank, steering nut and worm; wheels, 30x inches, front and rear; weight without gasolene or—water, about 2.500 pounds; estimated speed in racing condition, ninety miles per hour.

and many other cuts in new case.

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in your neighborhood we want one there. We will make a big reduction to the first purchaser in your locality. This same model will be continued and manufactured for 1969. The carlists at \$1,000. Is one of the best family touring cars built. Call or telephons for our first-car proposition. It's a bargain. "Get in before your neighbor and save money. NORTHERN AGENCE, 1657 Broadway.

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